LAST EDITION

London Advertiser

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CAR FERRY TWO DAYS OVERDUE FEARED BESSEMER IS LOST HAS CREW OF TWENTY-FIVE

Big Steel Steamer Which Plies Between Port Stanley and Conneaut Is Missing and Wreckage Is Reported Off Long Point Along Her Usual Course —Captain and Many of Crew Well Knownin London.

[Associated Press Dispatch.]

Conneaut, Ohio, Dec. 10.—The car ferry Conneaut, carrying a large crew and possibly a few passengers, is two days overdue. It is believed the ferry has been lost.

The car ferry ran between here and Port Stanley, Ont. She carried a crew of twenty-five men. Her course is near Long Point, where wreckage was reported by the steamer W. B. Davock, by wireless today.

An error is made in the dispatch in the name of the boat. It is no longer the Conneaut, but Bessemer II. The old Conneaut was burned in the ice off Conneaut two or three winters ago.

The Bessemer II. is 350 feet long, and has been on the Port Stanley route for some time.

She is one of the most up-to-date car ferries on the great lakes, and is built entirely of steel.

Capt. McLeod, of Conneaut, is in charge of the vessel. He is well known to Londoners. Formerly the Conneaut carried passengers across the lake, but for the past four or five years this practice has been discontinued.

Londoners Used the Boat.

However, some small parties have crossed during the past summer in the vessels as the guest of Capt. McLeod, and the management. Hon. C. S. Hyman, Mr. J. C. Duffield, Major Beattie, M. P., Mr. Phil Pocock, and several others went across this summer with Capt. McLeod, and last summer Mayor Stevely and the council went to Conneaut on the ship. He is a big-hearted, well-equipped sailor, and was extremely popular with the visitors.

The Crew.

The names of the crew could not be learned. Gene Wood is chief engineer, Ralph Smith is purser, Frank Stone is first mate, and John McLeod is second mate.

There are about 25 additional men. The vessel was loaded with 32 cars of coal for the Pere Marquette.

Two Days Overdue.

"We have not heard from the vessel for two days," said Mr. W. H. McPherson, of Port Stanley, the company's agent. "We have communicated along the lake shore to Port Dover Port Burwed, and Rondeau, but no sign of the vessel has been reported. It was thought perhaps that she might have run into Cleveland or some of the other ports on the American side, but she has not been reported. It is serious, and I am afraid of the result. However, she may have stuck to the middle of the lake and weathered the storm."

NOT THE BESSEMER.

[Special to The Advertiser.]

Port Stanley, Dec. 10.—A vessel was sighted off Port Dover this morning, and a tug was immediately sent out to see whether it was the Bessemer, but it proved to be another ship.

No sign of the missing vessel has been discovered, and it is generally thought that it has gone to the bottom.

A watch is being kept for the boat or some signs of wreckage.

WILL NOT COMPETE WITH MUNICIPAL PLANTS

The City of London Will Have No Reason to Worry Over Traction Matter.

At the last meeting of the city council objection was taken to the application of the Southwestern Traction Company for a new charter on the grounds that in the bill there was a clause to the effect that the company could generate, sell and distribute power.

As a result of this objection the application was sent to the city solicitor to see if other clauses might not interfere with the rights of the city.

There is, however, no ground for alarm over the clause referred to, as an addition to this has been made in the bill to be presented before Parliament shortly.

Will Not Compete.

The clause will make it very clear that the company will not compete with any city or corporation owning or operating its own electric plant. This will relieve all fear so far as London and St. Thomas are concerned.

According to information received, the bill will be almost identically the same as the Hamilton radial bill, which most effectually prevents the company from entering into competition with municipally-owned plants.

These are the only objections to the application, and it will go through the House, it is expected, with little or no change.

Meetings Conclude.

The meetings which J. E. Brown, formerly a member of the New York police force, has been holding in Askin Street Methodist Church all week, will conclude this evening, when Mr. Brown will give a special address in the church.

Compass Whist Tonight.

An open game of compass whist will be played tonight at the Tecumseh Club. All whist players are invited to participate. Play will begin at 8:30 sharp. Prizes will be given to winning pairs.

OPIUM CASE GOES FOR TRIAL

Alleged That Local Druggists Sold Drug to a Policeman.

ARGUMENT FOR DEFENSE

Magistrate Agrees That It Is Rather Hard To Prosecute Only One Firm When Others are Guilty.

A firm of local druggists appeared before Magistrate Love this morning charged with breaking the bylaws by selling crude opium.

They were represented by Mr. R. K. Cowan, who, on behalf of his clients, pleaded not guilty, and elected trial before a jury. After hearing the evidence, Magistrate Love committed the defendants for trial, and took their bail to appear in the sum of $500 each.

The Evidence.

Police Constable George Jackson stated that he had gone to the store on Friday afternoon, Nov. 26, and had asked a clerk who was there for crude opium. He told the clerk he understood it was sold in sticks. The clerk told him they did not sell it in sticks, but asked him to wait a minutes and went to the rear of the store.

After conferring with some one he came out and asked the constable to come with him and took him to a passageway in the rear of the store and showed him a number of lumps of opium in a box, and asked if that was what he wanted. The officer said it was, and on being told that it was $8 a pound, took $2 worth.

As soon as he got it he took it back to the police station and handed it over to Sergt. Birrell, under whose instructions he had been working.

Knows Opium.

To Mr. Cowan, witness stated that he knew something about opium, as recently he had been employed at Victoria Hospital, where the drug is used in large quantities for medicinal purposes.

Sergeant Birrell was also called and corroborated the testimony of P. C. Jackson.

Mr. Cowan contended that there was no case against the defendants, and said that if any action were taken it should be taken against the clerk. He also contended that it was the part of the crown to show that the opium had not been sold by the defendants for medicinal purposes.

The Magistrate's Statement.

"There is no question about it that in this instance it was not sold for medicinal purposes," said the court. "But I understand that a great deal of it is sold for medicine. However, the action the police took was the result of repeated complaints that druggists were supplying Chinamen and other unfortunates with the drug and degrading them. I do not mean that this firm were doing this, but the complaint was made regarding druggists in general. As the law stands now it is a farce, and no one knows just what it means. The statute is certainly not sufficiently explicit. It seems to me that such a large quantity as a quarter of a pound would hardly be sold to one man for medicinal purposes."

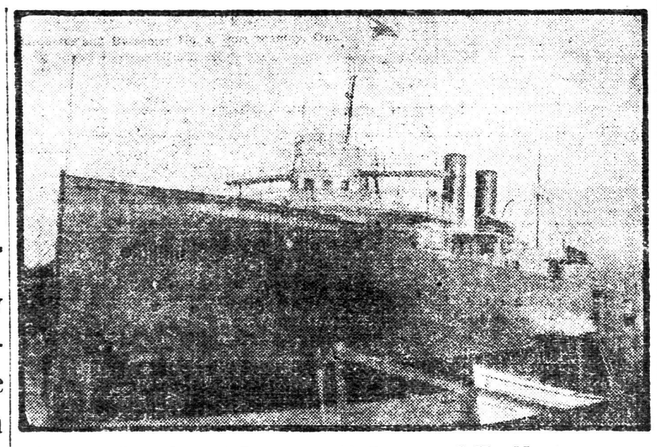
Committed for Trial.

"It cannot be contended that the clerk, however, should have asked whether it was or not. As the claim set stands, it is practically worthless, and a blot to the statutes, and I understand that the druggists of this city are willing to take action to band together and stop the sale of opium except under proper restrictions. It is desirable to find out the bearing of the business of the law, and while it seems hard to make the firm before me the sole defendants in a case of this kind, I believe that other druggists are willing to pay part of the expense to try and have the law amended properly. I commit them for trial."

The penalty for the sale of opium contrary to the law is a fine of not less than $50 and not more than $1,000.

FARMER NEAR SPARTA WAS INSTANTLY KILLED

St. Thomas, Dec. 9. — Mr. Thomas White, a prominent farmer, living one mile and a half west of Sparta, was instantly killed while working in W. B. Cole's sawmill at Sparta this afternoon. He was caught in the flywheel. Deceased was about 70 years of age.



The Big Freighter "Bessemer" Supposed To Have Been Lost on Lake Erie on Way to Port Stanley

NORTH MIDLAND RY. IS FINANCED RUNS LONDON TO STRATFORD

Big Concern Has Taken Hold of the Scheme and the Project Is To Be Rushed to Completion—Work Will Be Commenced in the Spring of 1910.

A large financial concern has taken over the North Midland Railway scheme, and will finance it. This announcement was made this morning in the offices of the company, and as a result it is expected that construction operations will commence in the spring.

It is expected that the line will run north by way of Adelaide street, through Ballymote to Lucan, thence to St. Marys, and from St. Marys to Stratford.

Must Be a Guarantee.

The only question that might hold the matter up is the fact that a certain sum of money must be guaranteed either by the corporations tapped by the road or by private sources. This sum is very small, however, and according to the promoters, is practically arranged for at the present time, and it will not be long before all the money required is raised.

London and Stratford.

The cities of London and Stratford are taking it up enthusiastically, and the town of St. Marys, as well as the township of London and other municipalities, are taking it up with enthusiasm.

The road will tap a very large section of the country to the north of Lucan without railroad connection at the present time, and should be of inestimable benefit to those localities. It will bring large numbers of farmers to the different towns and cities tapped by the line, guaranteeing a large increase of trade.

Brussels and Goderich.

The promoters expect in a short time to rush the line to Brussels, Goderich and Owen Sound, within the next few years giving direct railway connections with a large section of territory. A considerable number of villages lie in the direct route, and these should furnish a great deal of traffic for the concern.

The road will pass through a por-

Continued on Page Eleven.

A MIDNIGHT SEISMIC SHOCK WAKES FOLK OF THE CAPITAL

Real Simon Pure Earthquake at Ottawa Which Experts Say Was Due to Settling of Earth's Crust and of a Local Character.

[Special to The Advertiser.]

Ottawa, Dec. 10.—A severe earthquake shock was felt here shortly before 1:30 o'clock this morning. People throughout the whole city were awakened by the quake. According to an official statement from the Dominion observatory here, at 1:24:10 this character. The statement reads: "A local earthquake was reported at the observatory at 1:24:10 seconds, this morning. The movement lasted five seconds, and the maximum amount of motion or oscillation of the earth particles was one three-hundredths of an inch. It moved more easterly and westerly than northerly and southerly.

"The quake was due to a readjustment of the strain in the earth crust, and took place along one of the geological faults or weak lines in the district. It did not extend to any great depth in the earth."

LONDON ELECTRIC CO.'S PRICE IS LIKELY TO BE LOWERED

Alleged That the Shareholders Are Ready to Meet the City on a Very Fair Basis Rather Than Go Into Competition With the Municipal Plant.

The price that the London Electric Company will ask for their plant is said to be somewhat reduced from the first offer made the city, namely, $400,000.

It will be remembered that at the time negotiations were on foot some time ago Engineer Sifton estimated the plant to be worth about $200,000—or, to be exact, $192,000.

On this basis he considered it would be good business for the city to purchase the holdings of the London Electric Company, and he was of the opinion that the city would be little or nothing out.

The next time the company offer their plant for sale it will be much closer that figure than $400,000, it is alleged.

Company Reticent.

The company officials are very reticent regarding their proposal and little can be learned, but it was found out, however, that the price they would ask would be much less than that of former days. The decision of the Government to allow the municipalities to forgo the necessity of meeting sinking funds until the proposition is on a paying basis is declared to be the death knell of competition.

The city will now have plenty of leeway in its operation, and will be enabled to undersell all competition, it is said at the city hall.

Engineer Sifton's Opinion.

Engineer Sifton is of the opinion that it will be possible to drive out all competition within two years, and then the city will have the whole market to itself.

There is some discussion at the city hall today regarding the method of dealing with the debentures for the city distribution station.

According to the bylaw, these debentures are to be paid off in 30 installments—so much each year. There is a difference between them and ordinary debentures, in that there is no sinking fund required each year, on the whole issue, but merely the meeting of the debentures as they accrue each year. This, according to a statement made at the city hall, is much cheaper.

One instalment has already been met out of the general rate, or rather, the money to pay off the first year's instalment is now in the city treasurer's hands.

Send Bylaw Back.

It is thought consequently that the Legislature will have to send the bylaw governing this issue back to the council in order that it be amended to provide for sinking fund, etc., as ordinary debentures. The Government could as easily provide in the city's plant, and not collect the annual instalments until such a time as the proposition is paying.

In any event, it does not look like a serious matter to arrange these details. As for the transmission lines, the Government have this matter in their own hands, as they do the financing themselves.

Says It Looks Good.

Engineer Sifton stated that the proposition, as outlined, was a good one, although he favored the first suggestion that sinking fund deficits due to competition be charged up to capital account, until competition was practically wiped out. However, the Government, it is understood, have considered it from every angle, and have selected the method as outlined in yesterday's Advertiser.

"It is a very important matter," said Mayor Stevely. "I have not had time to go into the question very fully, but it should be a considerable assistance in eliminating competition."

Where Is Miss Cascadden?

Postmaster Ingram is in receipt of a letter from Edward Waters, 549 Shawmut avenue, Boston, Mass., asking him to assist in locating Miss Ethel Cascadden, who was in St. Thomas the last time the writer heard of her.

GROCERS ARE ON WARPATH

Succeeded in Having One Huckster Fined in the Police Court.

PLEADED IGNORANCE

But the Court Would Not Allow the Woman to Go—This Is Only the Beginning.

A woman, who, in spite of warnings from members of the Grocers' Association, and Market Clerk Maker, persisted in engaging in huckster business on the local market, last Saturday was fined $1 and $1.85 costs by Magistrate Love at this morning's session of the police court.

The woman pleaded ignorance of the bylaw, but President Ed. Ryan, of the Grocers' Association, stated to the magistrate that he had personally warned her half a dozen times.

Found Guilty.

"I will have to find you guilty," said the court. "I hate to have to fine a lady, but you certainly broke the bylaw. I will fine you $1 and $1.85 costs. I think the bylaw is a perfectly just one, and is for the good of the public."

The woman asked if she could appeal if she desired, and the court told her she had ten days in which to do so. She paid her fine, however, and left the court.

Much Interest.

The case drew a large number of grocers and hucksters to the court, as it was one of considerable interest to them.

"The Grocers' Association intend seeing that this bylaw is enforced," ex-President Shaw told The Advertiser. "The facts of many of the cases are that these hucksters who live outside of the corporation and do not pay any taxes, come into the market very often with empty wagons. They then go around and buy the stuff that grocers bring in and carry it to their wagons and then resell it to grocers and the public at a considerable profit. There is a bylaw against such practice and we intend, if possible, to see that it is lived up to."

BISHOP STRINGER SAFE AT CIRCLE CITY

Six Months Since Heard From Progress Being Delayed by Ice.

Kincardine, Ont., Dec. 9. — A telegram was received this morning by Miss Stringer, wife of his Lordship the Bishop of Yukon, announcing his arrival at Circle, Alaska, and stating that he was in good health, that he had been delayed by the ice, and he expected to reach Dawson by the 20th of this month. Bishop Stringer is a Kincardine old boy, and considerable anxiety had been felt by his friends here as to his safety, as it was upwards of six months since word had been last received from him.

TWO INSPECTORS FOR OXFORD SCHOOLS

Mr. M. J. Cole and Mr. R. A. Patterson Named By City Council.

Woodstock, Dec. 9.—With a letter from the deputy minister of education before them, pointing out that Oxford County must have two public school inspectors, and with the resignation of Mr. Wm. Coryle, inspector over the whole county for the past 28 years, the county council has divided Oxford along electoral lines into two inspectorates, and this afternoon appointed Mr. J. M. Cole inspector for North Oxford, which will include Woodstock, and Mr. R. A. Patterson, B.A., inspector for South Oxford. Mr. Cole is now science master in the Woodstock Collegiate Institute. Mr. Patterson was mathematical master in the Simcoe Collegiate, and formerly held a similar position in the local collegiate. They will begin their duties on Feb. 1 at initial salaries of $1,500.

D. G. Murray, manager of the Ontario Industrial Farm and House of Refuge, submitted his resignation to the council this afternoon, and his successor will be appointed at the session now in progress.

NO SIGN REPORTED OF MISSING SAILORS

Detroit, Dec. 10. — Capt. Grubb, of the Point Pelee lighthouse in Lake Erie, reported by telephone this morning that nothing had been seen at Point Pelee of the missing life boat and thirteen men from the burned steamer Clarion.

Capt. Grubb stated that when the weather cleared a little today he sighted a barge aground on Southeast Shoal.

A west wind was rolling up a heavy sea.

The stranded barge seen by Capt. Grubb is evidently the steamer Judith G. Munro, 550 feet long, of Toledo, up-bound, which was reported to be aground last night on Southeast Shoal. Her position is not considered dangerous.

The crew remained on board.

THE WEATHER.

TOMORROW—COLD.

FORECASTS.

Toronto, Dec. 10—5 a.m.

Today—Fresh to strong northwesterly winds; fair and cold.

Saturday—North and east winds; snow before night.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Victoria	44	38	Rain
Winnipeg	22	−24	Cloudy
Port Arthur	14	−6	Clear
Parry Sound	22	4	Cloudy
Toronto	28	6	Snow
Ottawa	28	16	Fair
Montreal	28	16	Fair
Quebec	32	12	Cloudy
Father Point	26	20	Cloudy

Minus (−) means below zero.

WEATHER NOTES.

The western high area is now spreading toward the Great Lakes and the Atlantic coast, and the low area which was on the Pacific coast yesterday is moving toward the Missouri Valley.

The temperature continues very low in the Western Provinces, but is likely to moderate; while from Lake Superior eastward lower temperature is probable.

TRACK ELEVATION COMES UP THE FIRST OF NEW YEAR WRITES HON. J. P. MABEE

City of London Is Notified That the Railway Commission Has Taken the Matter Up With the Grand Trunk Railway—City Solicitor Will Be Notified to Prepare the City's Case at Once.

The Dominion railway commission will take up the question of track elevation with the city and the Grand Trunk immediately after the beginning of the new year.

A communication was received this morning from Hon. J. P. Mabee, the chairman, informing Mayor Stevely that the board had been taking the matter up with the Grand Trunk during the past week, but owing to the approach of the holidays it would be impossible to do anything before the beginning of the year. Immediately after New Year's, however, they hoped to take the question up and meet in London to hear each side present its case.

Prepare City's Case.

As a result, City Solicitor Meredith will be instructed to prepare the city's case, to be presented to the board.

"There is absolutely no doubt now that this question will be settled for all time to come," said Mayor Stevely. "The commissioners will hear both sides, give a ruling, and then it will be incumbent upon the company and the city to carry out the instructions given."

There is some speculation, of course, as to the burden that will possibly be placed on the city in connection with the separation of grades through the city.

What May Be Done.

In some quarters it is stated that the city will undoubtedly be taxed perhaps $700,000 for the improvements.

But a man in close touch with negotiations was authority for the statement that the city would not be taxed at all for the elevation. This would mean that the company would have to bear the whole cost of elevating their tracks through the city.

No Date Set.

No date has yet been set for the session of the commission in the city, but it would probably be before the middle of January.

It will not be long after the session before an order is made, and then the practical work of elevation will commence.

A NEEDLE ICE JAM TIED UP HAMILTON

Lights Out, Factories and Street Cars Unable to Operate For Seven Hours.

Hamilton, Dec. 10.—From 4 o'clock this morning until 11:15, the city was without a power supply. A jam of needle ice at the Dundas falls point of the Hamilton Power and Transmission Company put the works out of business. The cars came to a standstill about 4 o'clock, and had to be turned in most of the local factories as the ice-jam was removed. The street cars were unable to leave the barns for nearly 11:30. All traffic was for a completely blocked.

CITY ENGINEER GRAYDON "CALLS" ALD. COOPER

Row Over the Buckskin Horse Is Not by Any Means Ended.

The buckskin horse, now famous in city hall annals, was the cause of a great battle last evening in which City Engineer Graydon and Ald. Cooper figured. Judging from the results, Mr. Graydon won going away, as the sporting editor says.

The city engineer had all his warpaint and feathers on when he came to the meeting of the board of works last evening.

When business had been transacted, and all was apparently peaceful, the "Laird of Connemara" cut loose on Ald. Cooper.

Too Much Talk.

"There has been a lot of talk by you and others regarding the purchase of the horse," the engineer shot back in his opening charge. "I am going to put you right. You are not going to get any more cheap advertising at my expense. I have stood it till I am going to.

"Now, I never asked for this horse or any other horse. Your committee man brought this matter up, and in May last you ordered me to inspect and myself to get a horse. You sent us animals to look over, and none of them were any good. We bought a horse, according to your instructions, and now you find fault. You are not going back on me, but on your own motions and resolutions. I am sick of hearing you prate about these things, and it is time they were stopped.

Didn't Want It.

"I did not want the horse, but you did. I never asked you for the horse, and you know it. It is a dirty piece of business, and I am tired of being made a monkey of by Ald. Cooper or anybody else. You could wanted the horse, and you have it."

"We were merely carrying out your instructions, and this is the kind of noise your are making about it," said Ald. Carey, to Ald. Cooper. "It is not good business, and it is anything but fair."

Ald. Cooper attempted to stem the flow of oratory, but could not. He claimed that the minutes of the meeting were not correct, but City Engineer Graydon would not listen to that explanation.

SIX MEN DROWNED

By the Sinking of a Dredge Off Fort William.

Fort William, Dec. 10. — At three o'clock yesterday afternoon dredge No. 8, of the Great Lakes Dredging Company, in charge of Chief Cooper, in tow by the buoy, in charge of Captain George Still, sprung a leak between Mutton Island and the Welcomes, and two minutes after filled and went to the bottom, carrying with her six of the crew of fourteen on board. The balance of the crew were saved by jumping aboard a light scow which was in tow alongside the dredge.

A Heavy Snowfall.

Since Saturday night some fifteen inches of snow have fallen in Winnipeg, and old-timers predict the snowfall this winter will be exceptionally heavy owing to the long and dry Fall. A foot of snow is equal to approximately an inch of rain.

FOUR MORE CASES FOR COUNTY COURT

List for the December Sessions Is Piling Up Daily.

Four more cases have been entered for hearing at the county court, which opens on Tuesday, Dec. 14, in the middle of the week. Five cases are now on the docket.

D. J. McPherson, a general merchant of Kilworthy, is suing Hugh D. Wade, a blacksmith, of this city, for $[illegible] that he delivered to the defendant some Arkansas saws, receiving therefor cash on account. He includes claim in the balance of the account, $[illegible]. The defendant on the other hand, denies any agreement regarding the account, and brings into court $[illegible] as a full settlement of the claim.

Messrs. Barbour & Grant for the plaintiff, and Messrs. Meredith, Judd & Meredith for the defendant.

A Cigar Case.

Daniel Bros., manufacturers, of this city, are taking action against Armstrong & Kirkstone, brokers, of Lakefield, Ont., for $[illegible] for cigars delivered to the latter firm, on which there is a balance of $[illegible] to be paid, it is alleged.

The defendants deny that the cigars were ordered by them, and bring into court $[illegible] as a full satisfaction of the claim.

Messrs. Grayson & Graydon for the plaintiffs, and J. S. Davis for the defendant.

In the jury list the International Harvester Co. of Canada, Limited, sues J. H. Patrick for $[illegible] for [illegible] machinery delivered and [illegible] on July 15, 1908. The defendant claims that the [illegible] was [illegible] before the expiration of the time of the [illegible] of Parliament [illegible] the [illegible] of the [illegible] Act.

Messrs. Macpherson & Parkes for the plaintiff, and Messrs. [illegible] for the defendant.

Damage to Land.

[illegible] Dec. 10. — [illegible] Lordship Bishop Stringer, who left Liverpool and Queenstown for New York, was 1,[illegible] miles east of Sandy Hook at 8:15 a.m., dock 6 p.m. Yesterday. La Lorraine, from Havre for New York, was 1,[illegible] miles east of Sandy Hook at 7:20 a.m.; dock 6:30 p.m. Saturday.

DISASTROUS BLAZE IN WINNIPEG CITY

[illegible]

FRISBIE PLANNED TO END HIS LIFE

[illegible]

OCEAN STEAMER ARRIVALS.

New York, Dec. 10.—Arrived, Noordam, Columbia.

Cape Race, N.S., Dec. 10.—Steamer Cretic, from Liverpool and Queenstown, for New York, was 1,[illegible] miles east of Sandy Hook at 8:15 a.m., dock 6 p.m. Yesterday. La Lorraine, from Havre, for New York, was 1,[illegible] miles east of Sandy Hook at 7:20 a.m.; dock 6:30 p.m. Saturday.